

Public Ledger

WEEK-END EDITION, SUNDAY, FOURTH OF JULY, THANKSGIVING, AND CHRISTMAS.

A. F. CURRAN, Editor and Owner.

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REPUBLICAN TICKET.

FOR PRESIDENT,
WILLIAM H. TAFT,
of Ohio.

FOR VICE-PRESIDENT,
JAMES S. SHERMAN,
of New York.

FOR CONGRESS,
Hon. JOSEPH B. BENNETT.

WEALTH of United States is \$116,000,000,000; England and Ireland, \$62,200,000,000; France, \$42,800,000,000.

MR. SAMUEL GOMPERS of Washington, D. C., is visiting the District of Mr. J. G. CANNON of Danville, Ill.—Baltimore Sun.

THE report of the Government in the proceedings against the Standard Oil Company only made 7,000,000 words. Mr. BRYAN turns out that many every month.

If this year's experience were recognized as establishing a precedent the conduct of future Presidential campaigns might be turned over to the correspondence schools.

THE Pennsylvania Railroad occupies the foremost position from the standpoint of magnitude of improvements now under way. In the past six years it has planned for the expenditure of \$125,000,000 for improvements adjacent to New York City, besides other costly work upon more remote sections of the road.

"If I am elected," says BRYAN, "the public can tell immediately what to expect." Alas, yes!—Boston Transcript.

WHEN Vice-Presidential candidate KERN refers to "rich malefactors," wonder if he is thinking of M. E. INGALLS, who gives him an annual over the Big Four?

LETTER-WRITING is a dangerous pastime. Therefore, Senator LaFOLLETTE will start a newspaper. When in doubt, start a newspaper. It will stop itself.

ON the largest tobacco farm in the world, a 25,000-acre affair, near Amsterdam, Ga., is grown about a third of all the Sumatra tobacco used for cigar wrappers in the United States.

MR. BRYAN insists on an overthrow of the entire system of Protection, thus threatening the dissolution of trade and the most serious disturbance of industry. He seeks not Tariff revision, but Tariff revolution.—Governor Hughes at Youngstown, Ohio.

"This Youngster, who has set himself up as the financial Teacher of the American People, travels over the country with a Tireless Tongue and a Voluminous Vocabulary blandly telling the People of the impossible things that will happen in the future and Free Coinage of Silver when he is utterly ignorant of the simplest facts of our past financial history." —HENRY WATTERSON'S opinion of WILLIAM JENNINGS BRYAN.



TOO MUCH DELAY.

Kansas City Journal.

Dolly—The second time I saw him I was engaged to him.

Daisy—what caused the delay?

1/3 YOUR LIFE

Is spent in bed. A comfortable bed is, therefore, very desirable. In the bedroom not only do we seek comfort, but adornment as well. Our special offering for Monday and Tuesday, October 12th and 13th, will prove desirable.

LOOK!

\$155
FOR
\$100

Bring us \$100 Monday and Tuesday and get for it a magnificent BED-ROOM SUITE worth \$155!!! That certainly ought to be sufficient inducement to separate you from your money! Have you a desire to own the handsomest and most stylish bedroom suite in Mayville? If so, kindly call upon us these two days and see if this one fills the bill! I hardly think \$100 would ordinarily buy the dresser alone! Come and see this special.

IT IS WORTHY of your attention.
Yours truly,

JOHN I. WINTER,
MAYSVILLE, KY.

Public SALE.

We will sell at public auction, on the premises of the late Milton Bramel, three miles southwest of Orangeburg, Ky., on

Thursday, October 15th, 1908,
at 10 o'clock a. m., sun time,

The Farm, Containing 200 Acres of Land!

more or less. On the farm is a good frame house of seven rooms and kitchen, two tobacco barns and five acres of white oak timber. This farm is nearly all in grass, is in a high state of cultivation, under good fence, well watered and is first-class tobacco land. If not sold privately before the above date, it will be sold at public sale on October 15th.

Also, the following personal property: One good mare and mule, two good brood mares, three milch cows, two one-year-old steers, one yearling heifer, two steer calves, one heifer calf, twenty head of hogs, four good brood sows, one good two-year-old pig, one piglet and harness, one hay rake, one disc harrow, one McCormick binder, one McCormick mower, one disc drill, one sled, two sets of work harness, 125 wheat sacks, all kinds of farming implements, household and kitchen furniture, fifty bushels of old corn, eight tons of timothy hay.

Terms made known on day of sale.
D. S. BRAMEL AND HEIRS
OF MILTON BRAMEL,
Mayville, N. H. 3.
G. F. TAYLOR, Auctioneer.

Notice This!

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**BUILDING PAPER,
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WALLPAPER AND PAINTS**

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JAS. N. KIRK
Vice-Pres.

COUNTRY PRODUCE

Today's Quotations By E. L. Manchester, Keystone Commercial Co.

Prices received at 9 o'clock this morning—
Hens, per D..... 80
Turkeys, per D..... 120
Butter, per D..... 130
Eggs, per dozen..... 190

FOR AMUSEMENT, EXERCISE, PLEASURE

GO TO THE—
NAVARRE CAFE

BILLIARD HALL and
BOWLING ALLEYS.

43 West Second Street, MAYSVILLE, KY.

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FOR FINE LIVERY TURNOUTS
UNDERTAKING
AND EMBALMING.

TRY A PAIR
OF OUR

**WORK
SHOES**

They are made of
first class material and by experienced workmen
They are the kind
that wear well
and are satisfactory to the feet.

J. HENRY

PECOR

HOLDING HIS OWN.



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We have the fight won. All we have to do is to hold what we've got.—W. J. Bryan.

Bryan, the Advocate of Monopoly.

In spite of his theatrical posture as a foe to monopolies William Jennings Bryan is committed to policies that would call into being in the United States a monopoly more powerful and more perilous than the wildest alarmist has ever pictured. His sinister scheme of public ownership, whereby the great trunk lines of railroads should become the property of the federal government and the state railroads the property of the states, is a plot against industrial independence and commercial enterprise in America. It would monopolize and subject to partisan control the transportation service of the whole country and compel the government to go into business as a common carrier. There would be no competition by which rates could be determined, and therefore the cost of the carrying service to the people would be fixed arbitrarily by those at the time being in control of the government.

The chief grievance of the antimoney agitators is that monopolies deprive the people of the benefits of competitive enterprise. Yet here is the noisiest of all agitators boldly advocating a project which would absolutely paralyze the competitive principle in the vital service of transportation for the products of American labor! Has the baleful purpose of Bryanism ever been more clearly disclosed than in this monstrous proposition?

Under the present system the pay of railroad labor is regulated partly by legitimate competition and partly by highly useful organizations of the men thus employed. Public ownership as urged by Mr. Bryan would take from the vast army of railway employees the right to a voice in fixing their wages and transfer it to the government. In a word, the 1,500,000 men engaged in railroad work, who are at present able to insist upon fair treatment in the matter of hours and pay, would absolutely lose their independence and be compelled to accept such terms as a federal or a state administration saw fit to offer. Every change of party control in the legislative or executive branch of government, national or state, would involve the peril

of an arbitrary readjustment of wages as well as of transportation rates. Under such conditions business stability would be impossible. The interests of employer and employee alike would be menaced with constant uncertainty. Questions of carrying rates and of wages for railway labor would become issues in party politics, and the government, possessed of a despotic monopoly control over the largest single national interest next to agriculture, would be forced into a permanent attitude of apology and defense.

The American wage earner naturally and justly resents any attempt to restrict his independence or regulate his conduct through the arbitrary exercise of official authority. Yet here in the Bryan scheme of public ownership is the deliberate proposal that 1,500,000 of the most intelligent, progressive and trustworthy of American employees shall be deprived of the right to be heard on questions relating to their wages and shall be obliged to accept such pay as may be prescribed by officials elected through partisan influences. That proposal brands William Jennings Bryan as an advocate of the most atrocious monopoly ever dreamed of by a demagogue or suggested by a tyrant. It is a menace to American industrial independence and stamps its author as a hypocrite and a traitor to the very cause which he pretends to support.

Another of Mr. Bryan's complaints against the Republican party is that it increased the number of officeholders. But his public ownership scheme would transfer upward of 1,500,000 railway employees to the payrolls of the government for whose wages the whole body of American taxpayers would be assessed in case the railroad business should prove unprofitable. The logical effect of the Bryan proposal would be to strip railway labor of its independence, vastly increase the number of officeholders and add enormously to the tax burdens of the people. The evil genius of an irresponsible political marplot never conceived a single project so fraught with peril to the general welfare.

The cost to the people of Mr. Bryan's revolutionary programme in of

course, a matter of no consequence whatever to him. He never cares for expenses so long as somebody else pays them. But in view of the fact that the adoption of his scheme would saddle the taxpayers of the country with an additional interest bearing debt of more than \$1,000,000,000 the people probably will pause to inquire whether it is worth while to assume so heavy a burden merely to test the nostrums of a spectacular quack whose economic doctrines, like his political sincerity, have been completely impeached by events.

"Taft can tell his own story better than any one else can tell it for him," says the Taunton Gazette in approving the plan for Taft's tour. Yes, and it is a mighty fine story he has to tell.

The rains were general throughout Kentucky and Ohio, breaking the long drought and doing great good to farm and stock.

PILOTS' TRIP

Kanawha Rivermen Making a Trip Down the Ohio in a Launch

The gasoline boat Mountain Belle, with a party of fifteen rivermen who are making an inspection of the bed of the Ohio from Pt. Pleasant to Louisville, spent last Friday night in this city, continuing their journey early Saturday morning. The men are taking careful notice of all sand and rock bars, deviations in the channel, rocks, etc., which will prove of incalculable benefit to them on future trips with the coal fleets.

In the party were Captain John Martin of the J. B. Lewis; Captain Gebhart of the J. T. Hatfield; E. A. Burnside, Manager of Transportation of the Campbell Creek Coal Company; Captain Harry Miller of the Winifrede; Captain Charles Morris and William Curry of the Lucie Marmer; Captain W. H. Patrick of the Val Collins; Captain Harry DeWolfe of the Conroy; Captain Peter Lallance of the J. M. Howell; Pilot T. C. Wright, J. E. Wright, Stewart Suter, Robert Darst, W. B. McGuffin, and Fred Wright, steward of the Mountain Belle.